

Individual Station Report

Talmadge Hill

U R B I T R A N **R** E P O R T

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Prepared to

Connecticut Department of Transportation

Submitted by

Urbitran Associates, Inc.

July 2003

Stakeholder Interview

U R B I T R A N **R** E P O R T



Prepared to

Connecticut Department of Transportation

Submitted by

Urbitran Associates, Inc.

New Canaan Branch

Only New Canaan was represented for the New Canaan branch, as Stamford did not participate.

New Canaan

According to the first selectman of the town, the agreement for Talmadge Hill and New Canaan stations are very straight-forward and work well. At Talmadge Hill station, CDOT owns only the platform, while the rest of the station area, e.g. the surface parking, is owned and maintained by the town. New Canaan station is owned by CDOT, as are the immediate parking facilities. The feeling is that the station and parking areas at New Canaan station, recently reconstructed, are well maintained.

The town was concerned about liability issues and responsibilities for some activities and areas. As an example, the town evidently cleans the platforms while CDOT maintains them; sometimes the distinction between the two seems blurred. More importantly, the town feels that MNCR does not keep the track bed clean. With the new high platforms, more trash is collecting than in the past. There are also spikes, and ties left behind.

Taxi activity on-site is an issue to the town. While the town can control activity, they do not feel that it is working well. They would like some help from CDOT's compliance division for complaints and inspections. There is a dispatcher on site and they are hoping to see some improvement in the near future. To control who can pick-up at the station, the town has instituted rules regarding vehicle color and identifying name, pictures of the driver in the vehicle, etc.

The town was complimentary of Carl Rosa and his responsiveness to their needs. The state spends most of its money on maintenance and operations, and will participate in some minor capital projects. The state recently paid for and constructed a new shelter at Talmadge Hill. The feeling is that it may be time to construct a new station at Talmadge Hill, with a full length platform and overhead protection. They cited West Redding and Wassauc as models.

They would like CDOT to stay in the loop regarding station operations, and would like the state to inspect the stations on a regular basis. Their basic position is that unless CDOT is unhappy, they are not, and they do not feel any change in procedures is needed. They like having local control over day-to-day activities and feel they can be more responsive to the local community.

They are concerned about parking issues if the state were to take over, specifically that lots now designated for New Canaan residents only would be open to everyone. Parking is the number one problem; by the 6:20 AM train all the meters are occupied, and the remaining parking is restricted to town permits. They give out about 2 permits per space. All spaces are generally filled by 8:30 AM. Talmadge Hill has 91 meters for general use, and the rest of the lots are permit controlled. The town is considering a plan to deck the "lumberyard" lot; one of the issues is that if CDOT helps in the financing of the deck, then the spaces would be open to non-residents. Local residents have fought any expansion at Talmadge Hill; better striping may provide an additional 70 spaces in the multi-tiered lots.

Customer Opinion Survey

U R B I T R A N **R** E P O R T



Prepared to

Connecticut Department of Transportation

Submitted by

Urbitran Associates, Inc.

Talmadge Hill

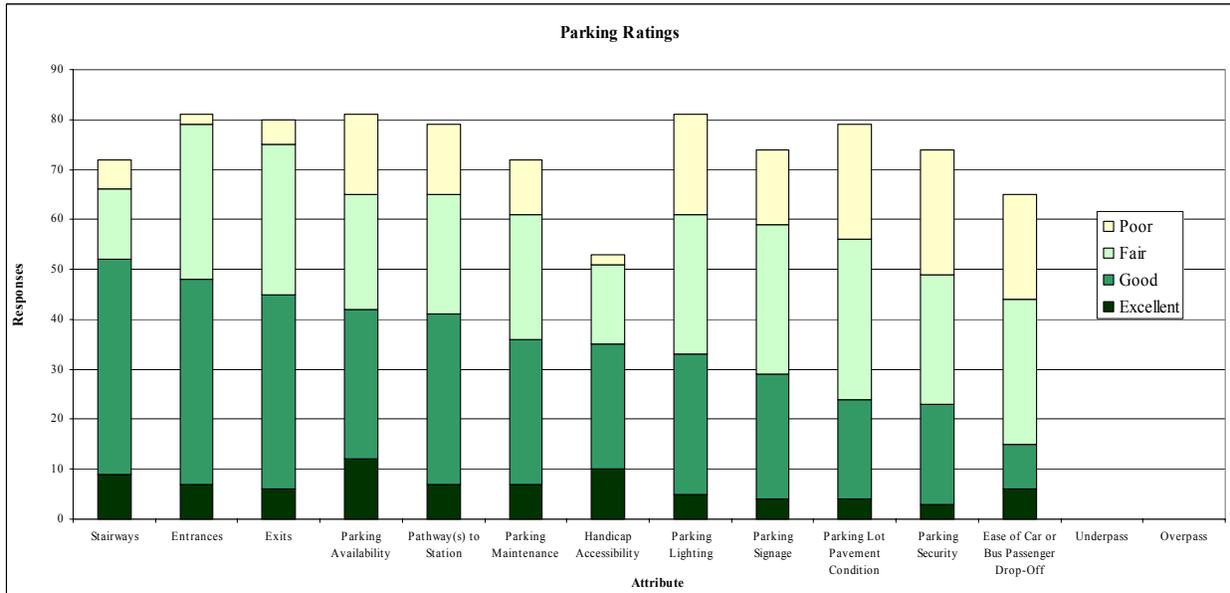
The survey distribution and response rate at Talmadge Hill, as well as the customer profiles, were quite similar to that of New Canaan. However, ratings for the various station elements were decidedly less favorable at Talmadge Hill. A total of 277 surveys were distributed with a response rate of 30%.

Ninety-four percent of respondents traveled daily and all traveled either for their commute to work or for other business purposes. Nearly all (99%) traveled during the peak periods. Among those who parked at the station, 61% held permits at the time of the survey, and 40% of those who did not were on a waiting list. Eighty-one percent of survey respondents were male, and 99% were between the ages of 25 and 64. Reported salaries were high once again; 86% of respondents indicated incomes over \$100,000.

Overall, the ratings given to the parking, station and platform at Talmadge Hill were less favorable. In total, 12 of the 28 elements included in the survey relevant to this station were given 'fair' or 'poor' ratings by the majority of respondents.

Five parking elements had a majority of negative ratings. Figure 258 shows ratings of parking elements at the Talmadge Hill Station, the lowest parking ratings on the New Canaan Line. Talmadge Hill does not have an underpass or an overpass. The highest rated elements were the stairways, which only received 72% satisfaction ratings. The lowest rated parking element was the ease of passenger drop-off with 77% negative ratings.

Figure 258: Talmadge Hill Station Parking Ratings



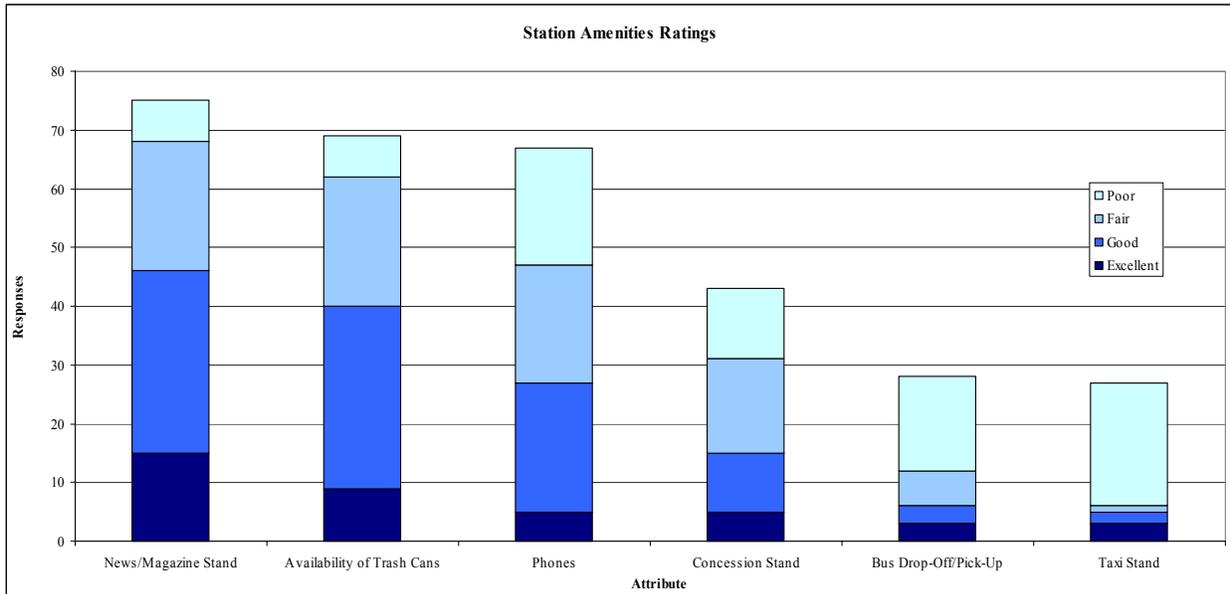
Talmadge Hill does not have a building at the station. For the 3 building elements not rated in any other category, this is how Talmadge Hill fared:

- Absence of graffiti: 76% positive
- Availability of maps and schedules: 64% negative
- Availability of seating: 73% negative

As usual, the absence of graffiti was the only positively rated building element.

Four of the 6 station amenities included in the survey also received negative ratings from the majority of respondents. The taxi stand was the lowest rated amenity with 21% negative ratings. At the other end of the scale the highest rated amenity was the news/magazine stand, but it still only received 61% satisfaction ratings. Figure 259 shows how Talmadge Hill respondents rated amenities at the station.

Figure 259: Talmadge Hill Station Amenities Ratings



The platforms at Talmadge Hill were somewhat more favorably rated, including positive reflections on overall condition and handicap accessibility by most passengers. However, Talmadge Hill platform ratings were still the lowest on the New Canaan Line. Seventy-seven percent of respondents were satisfied with the overall condition of the platform and with handicap accessibility, making them the 2 highest rated platform elements. The 2 areas of concern, as was the case at most stations, were the shelters (74% negative) and the working condition of the public address system (49% negative). Figure 260 shows how platform elements fared in the opinion of Talmadge Hill respondents.

Figure 260: Talmadge Hill Station Platform Ratings

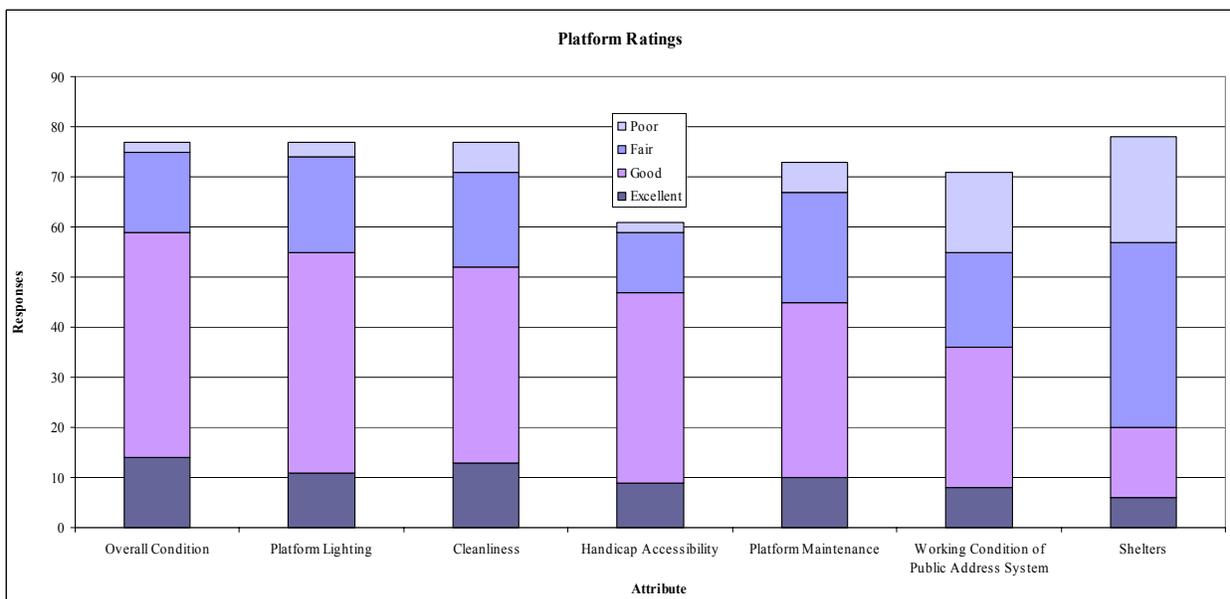
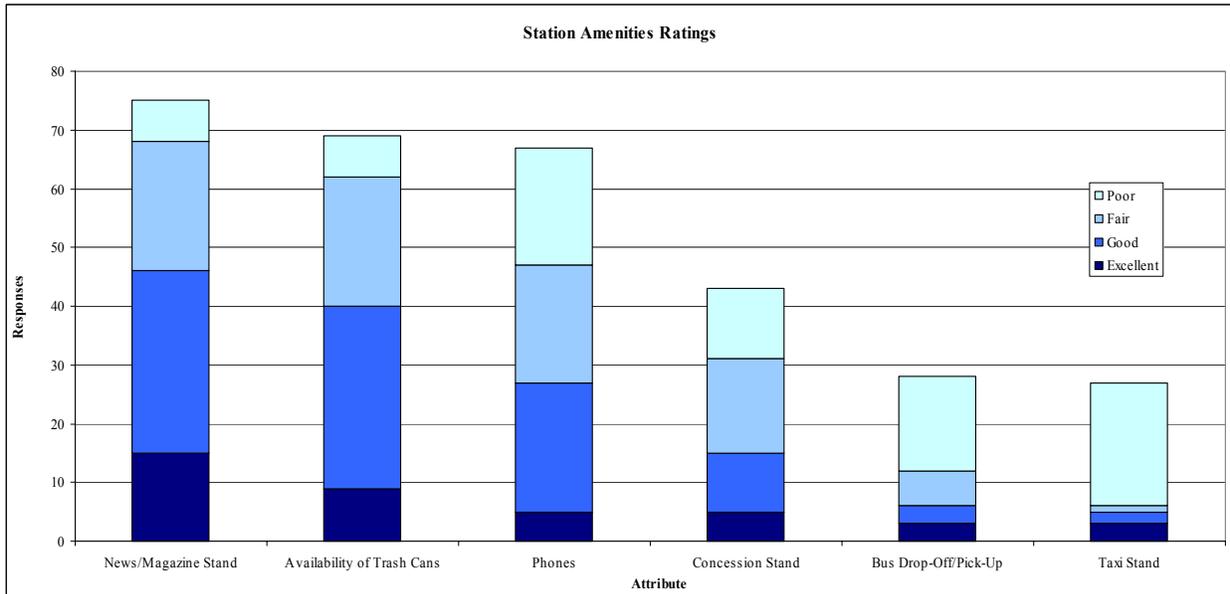
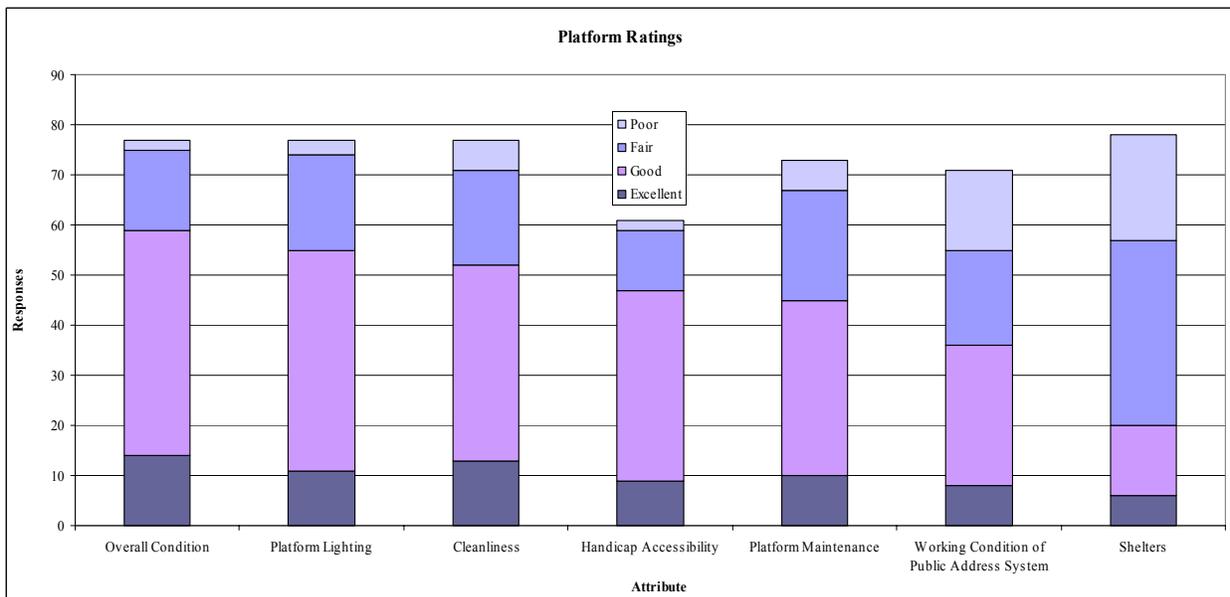


Figure 259: Talmadge Hill Station Amenities Ratings



The platforms at Talmadge Hill were somewhat more favorably rated, including positive reflections on overall condition and handicap accessibility by most passengers. However, Talmadge Hill platform ratings were still the lowest on the New Canaan Line. Seventy-seven percent of respondents were satisfied with the overall condition of the platform and with handicap accessibility, making them the 2 highest rated platform elements. The 2 areas of concern, as was the case at most stations, were the shelters (74% negative) and the working condition of the public address system (49% negative). Figure 260 shows how platform elements fared in the opinion of Talmadge Hill respondents.

Figure 260: Talmadge Hill Station Platform Ratings



Change

The change ratings in Talmadge Hill were even lower than the ratings of the current situation for parking and the platform and higher for the station building and amenities.

Figure 261 shows the parking change ratings for Talmadge Hill. These change ratings were the lowest on the New Canaan Line. Eleven of the 12 parking elements were thought to have worsened by a majority of respondents over the previous 2 years. The only element without a majority of ‘worsened’ ratings, handicap accessibility, still had half of the respondents rate it as ‘worsened.’ The least improved parking element was the parking lot pavement condition, which received 87% ‘worsened’ ratings. Talmadge Hill does not have an overpass or an underpass.

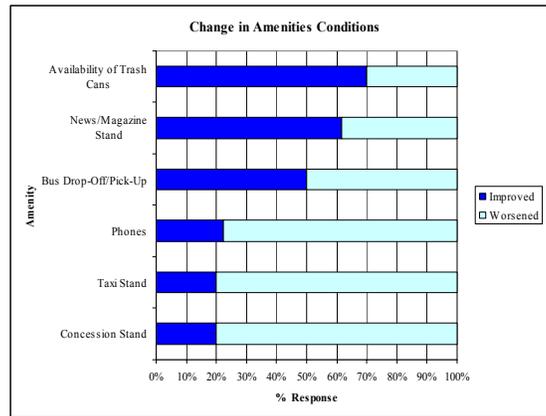
Figure 261: Talmadge Hill Station Change in Parking Conditions



As noted, Talmadge Hill does not have a station building. In regard to the 3 elements not discussed in any other category, respondents were generally torn between improvement or ‘worsened’ ratings, leaning towards the worsened state. Half of respondents said that absence of graffiti and availability of seating had improved and 57% of respondents thought that map and schedule availability had worsened.

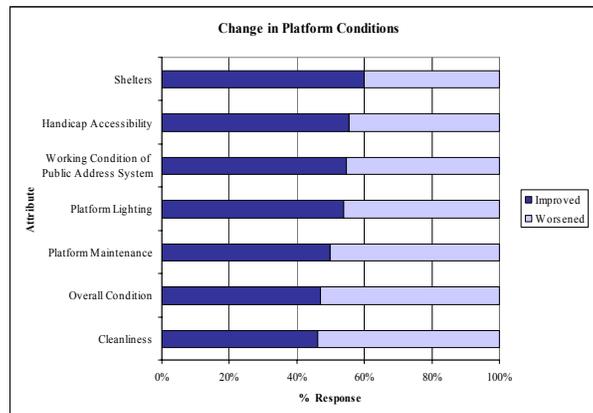
Figure 263 describes how the amenities have changed at Talmadge Hill during the previous 2 years. Generally speaking, amenities were not thought to have improved by much. The concession stand and taxi stand were each thought to have worsened by 80% of respondents. The most improved amenity, availability of trash cans, still only received 70% improvement ratings.

Figure 262: Talmadge Hill Station Change in Amenities Conditions



As noted, the Talmadge Hill platform ratings were the lowest on the New Canaan Line, but the change ratings were even lower (but not the lowest on the line). Figure 264 shows how Talmadge Hill respondents felt about the changed platform situation. Platform change ratings covered a very small range of percentages: 46% to 60% improvement. Cleanliness was the least improved platform element and shelters were the most improved elements. Fifty-three percent of respondents thought that the overall condition of the platform had worsened over the previous 2 years.

Figure 263: Talmadge Hill Station Change in Platform Conditions



Responsible Agencies

Figure 265 graphs how Talmadge Hill respondents viewed agency responsibility at the station. As was the case at most stations, Metro-North, and to a smaller extent, the local municipality, were thought to be responsible for the station elements. A majority of respondents thought that:

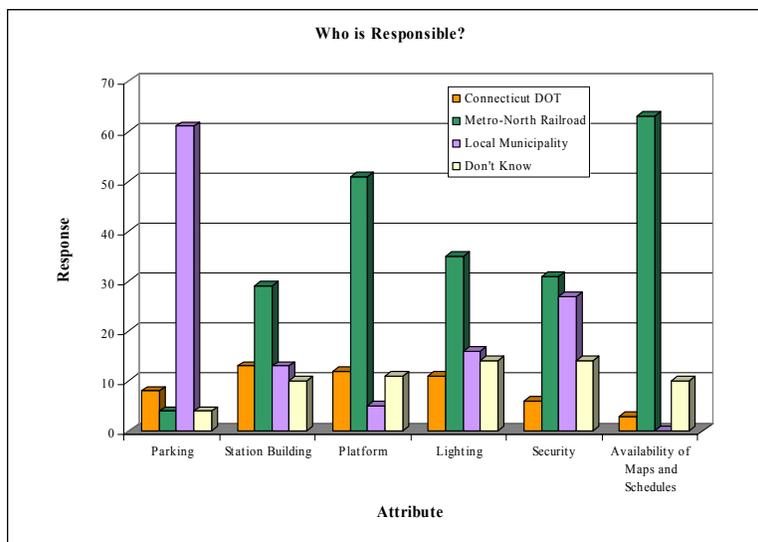
- The local municipality had responsibility for parking (79%)
- Metro-North was responsible for the platform (65%)
- Metro-North was in charge of map and schedule availability (83%)

More than 40% of respondents thought that:

- Metro-North was responsible for the station building (45%)
- Metro-North had responsibility for lighting (46%)
- Metro-North was in charge of security (40%)

For the station building, 20% of respondents also thought that each Connecticut DOT and the local municipality had responsibility. With regard to lighting, 21% of respondents also thought that the local municipality was responsible and 18% did not know who was in charge. Finally, for security, another 35% of respondents thought that the local municipality had responsibility for security.

Figure 264: Talmadge Hill Station – Responsible Agencies



Written-In Customer Comments

As was the case at most stations, when asked to write in their comments, respondents were concerned with the amount of parking areas at the station. Seventeen people (30%) in Talmadge Hill wrote that more parking areas were needed. When asked to rate parking availability, 52% of respondents said that they were satisfied with the current situation. However, when asked to rate the trend in parking availability over the previous 2 years, 71% of respondents said that the availability had worsened. The second most popular written-in customer comment was the need for pavement in the parking lot. Seven people (13%) were concerned with the parking lot pavement condition. The importance of the pavement issue was also obvious from the parking ratings where 70% of respondents gave the pavement condition a negative rating and 87% of respondents thought that the condition had worsened over the previous 2 years. Four people (7%) also wrote in comments about the need for benches and shelters to be shielded from inclement weather. Table 29 shows all of the comments written-in by respondents in Talmadge Hill, including comments made by 3 or fewer people.

Table 29: Talmadge Hill Station – Written-In Customer Comments

Comment Code	Comment	# Responses	%
18	Need more parking areas	17	30.4%
66	Lot needs to be paved	7	12.5%
12	Could use benches & protected shelters from rain/snow with heat/air	4	7.1%
49	Overall good comments	3	5.4%
8	Entrances/Exits very difficult	2	3.6%
24	Cleaner platforms	2	3.6%
65	More trains (cars) needed	2	3.6%
76	Meters should have option for metrocard	2	3.6%
85	Only residents should be allowed parking permits	2	3.6%
7	Long wait on parking list	1	1.8%
20	Better pathways to train platform	1	1.8%
22	Cleaner trains	1	1.8%
23	Allow overnight parking	1	1.8%
29	Cell phone use is annoying	1	1.8%
39	Talmadge Hill Station generally fine	1	1.8%
42	Traffic signal not pedestrian friendly	1	1.8%
50	Parking stripes need to be painted on	1	1.8%
53	Talmadge Hill Station needs boarding platforms on both sides of the track	1	1.8%
59	Trains in terrible condition	1	1.8%
63	Snow removal on stairs & walkways	1	1.8%
68	Cleaner restrooms on trains and in stations	1	1.8%
77	Improve landscaping	1	1.8%
87	Parking meters not working properly	1	1.8%
89	Monthly parking passes	1	1.8%
	<i>Total Comments</i>	<i>56</i>	<i>100.0%</i>

Parking Inventory and Utilization

U R B I T R A N **R** E P O R T



URBITRAN

Prepared to

Connecticut Department of Transportation

Submitted by

Urbitran Associates, Inc.

Talmadge Hill

The Talmadge Hill Rail Station has two parking lots with a total of 311 spaces. One of the lots has permit and handicapped parking available and the other has permit and daily parking available. There are 218 permit spaces, 91 daily spaces, and 2 handicapped spaces. The total occupancy rate was 88.1%.

Parking Area Ownership

The State of Connecticut owns one row of parking (18 spaces) along the northbound side of the tracks at the Talmadge Hill Station. The City of New Canaan owns the rest of the parking spaces. The State owns 5.8% of the commuter parking at the Talmadge Hill Station. The parking lot locations and ownership situation are presented in Figure 23.

Fee Structure

Talmadge Hill lots have permit and daily parking available. Daily parking is \$3. The permit rate is \$324 annually, which is pro-rated throughout the year. The waiting list for permit parking is typically 2-4 months. Currently there are 83 people on the waiting list and the Talmadge Hill Station oversells their permits by 5.2%.

Table 23 contains specific information on parking at the Talmadge Hill Rail Station.

Table 23: Talmadge Hill Rail Station Parking Capacity and Utilization

Location	Capacity	Vehicle Count	Utilization	Ownership
Lot 1				
Permit	97	92	94.8%	municipality
Daily	0	0	N/A	
Handicap	2	0	0.0%	
Total Lot 1	99	92	92.9%	
Lot 2				
Permit	121	102	84.3%	state (18) / municipality (194)
Daily	91	80	87.9%	
Handicap	0	0	N/A	
Total Lot 2	212	182	85.8%	
Permit	218	194	89.0%	<i>state</i>
Daily	91	80	87.9%	18
Handicap	2	0	0.0%	<i>municipality</i>
TOTAL PARKING	311	274	88.1%	293

Figure 23: Talmadge Hill Rail Station Parking Map



Station Condition Inspection

U R B I T R A N **R** E P O R T



Prepared to

Connecticut Department of Transportation

Submitted by

Urbitran Associates, Inc.

CONNECTICUT
DEPARTMENT
OF
TRANSPORTATION



CONDITION INSPECTION
FOR THE
TALMADGE HILL STATION

GENERAL RECOMMENDATION 2

**CONN. DEPT OF TRANSPORTATION
STATION INSPECTION**

INSPECTION RATING SCALE

The following rating scale is used for inspections:

- 1- Totally deteriorated, or in failed condition.
- 2- Serious deterioration, or not functioning as originally designed.
- 3- Minor deterioration, but functioning as originally designed.
- 4- New condition. No deterioration.
- 5- Not applicable.
- 6- Condition and/or existence unknown.

STATION: Talmadge Hill
LINE: New Canaan
INSPECTION DATE: 12-16-01
INSPECTION AGENCY / FIRM: UA
INSPECTORS: WV, RGW
WEATHER: Sunny, 30's

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 2 OF 40

PARKING ELEMENTS

QUADRANT # I

TYPE OF SURFACE: asphalt x PAVED; _____ GRAVEL; _____ DIRT;
_____ OTHER (DESCRIBE)

CONDITION OF PAVED SURFACE: 2

CONDITION OF STRIPING: 2

CONDITION OF BASIN / DRAINS / ETC: 3
(FOR LOCATION SEE SHEET: see sketch)

SIGNAGE: 3

FENCE AND GUARDRAIL: 5

LANDSCAPE: 2

SIDEWALK: 5

CURB: 2

QUADRANT # II

TYPE OF SURFACE: asphalt x PAVED; _____ GRAVEL; _____ DIRT;
_____ OTHER (DESCRIBE)

CONDITION OF PAVED SURFACE: 2

CONDITION OF STRIPING: 2

CONDITION OF BASIN / DRAINS / ETC: 3
(FOR LOCATION SEE SHEET: see sketch)

SIGNAGE: 3

FENCE AND GUARDRAIL: 5

LANDSCAPE: 2

SIDEWALK: 5

CURB: 2

Talamadge Hill Station				
Description	Units	Quantity	Price / Unit	Total Cost
Replace asphalt curb				
-Removal of curb	yd ³	415.00	\$80.00	\$33,200.00
-Replacing curb	ft	930.00	\$22.00	\$20,460.00
Replacing asphalt pavement				
-Removal of asphalt	yd ³	3160.00	\$22.00	\$69,520.00
-6" top course and binder course	yd ²	8745.00	\$25.00	\$218,625.00
-7" aggregate base	yd ³	1460.00	\$20.00	\$29,200.00
Install new concrete parking blocks	EACH	12.00	\$75.00	\$900.00
Remove parking meters *	EACH	32.00	\$300.00	\$9,600.00
Replace Conduit/Conduit fittings				
-fittings	EACH	16	75	\$1,200.00
-conduit	EACH	500	9.2	\$4,600.00
-type XHHW conductor	EACH	2000	0.49	\$980.00
Repair the meter cabinet	EACH	1	200	\$200.00
Repair/replace platform receptacles	EACH	2	50	\$100.00
Remove overgrown vegetation at light pole	LS	-	-	\$300.00
Miscellaneous (Clean and paint structural steel)	LS	-	-	\$5,000.00
Miscellaneous (signs, timber curb, and etc.)	LS	-	-	\$1,000.00
Mobilization / Demobilization (10%)				\$38,888.50
Sub-total				\$433,773.50
Contingency (20%)				\$86,754.70
Grand Total				\$520,528.20
Say				\$521,000.00

* It is our observation that the parking meters are no longer in use and should only be removed.

STATION: Talmadge Hill
LINE: New Canaan
INSPECTION DATE: 12-16-01
INSPECTION AGENCY / FIRM: UA
INSPECTORS: WV, RGW
WEATHER: Sunny, 30's

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 3 OF 40

PARKING ELEMENTS

QUADRANT # III

TYPE OF SURFACE: asphalt PAVED; _____ GRAVEL; _____ DIRT;
_____ OTHER (DESCRIBE)

CONDITION OF PAVED SURFACE: 2

CONDITION OF STRIPING: 2

CONDITION OF BASIN / DRAINS / ETC: 3
(FOR LOCATION SEE SHEET: see sketch)

SIGNAGE: 3

FENCE AND GUARDRAIL: 5

LANDSCAPE: 2

SIDEWALK: 5

CURB: 5

QUADRANT # IV

TYPE OF SURFACE: asphalt PAVED; _____ GRAVEL; _____ DIRT;
_____ OTHER (DESCRIBE)

CONDITION OF PAVED SURFACE: 2

CONDITION OF STRIPING: 2

CONDITION OF BASIN / DRAINS / ETC: 5
(FOR LOCATION SEE SHEET: _____)

SIGNAGE: 3

FENCE AND GUARDRAIL: 5

LANDSCAPE: 2

SIDEWALK: 5

CURB: 2

STATION: Talmadge Hill
LINE: New Canaan
INSPECTION DATE: 12-16-01
INSPECTION AGENCY / FIRM: UA
INSPECTORS: WV, RGW
WEATHER: Sunny, 30's

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 4 OF 40

PARKING ELEMENTS

QUADRANT # V

TYPE OF SURFACE: asphalt PAVED; _____ GRAVEL; _____ DIRT;
_____ OTHER (DESCRIBE)

CONDITION OF PAVED SURFACE: 2

CONDITION OF STRIPING: 2

CONDITION OF BASIN / DRAINS / ETC: 3
(FOR LOCATION SEE SHEET: see sketch)

SIGNAGE: 3

FENCE AND GUARDRAIL: 5

LANDSCAPE: 2

SIDEWALK: 5

CURB: 2

QUADRANT # VI

TYPE OF SURFACE: asphalt PAVED; _____ GRAVEL; _____ DIRT;
_____ OTHER (DESCRIBE)

CONDITION OF PAVED SURFACE: 2

CONDITION OF STRIPING: 2

CONDITION OF BASIN / DRAINS / ETC: 3
(FOR LOCATION SEE SHEET: see sketch)

SIGNAGE: 3

FENCE AND GUARDRAIL: 5

LANDSCAPE: 2

SIDEWALK: 5

CURB: 3

STATION: Talmadge Hill
LINE: New Canaan
INSPECTION DATE: 12-16-01
INSPECTION AGENCY / FIRM: UA
INSPECTORS: WV, RGW
WEATHER: Sunny, 30's

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 5 OF 40

PARKING ELEMENTS

QUADRANT # VII

TYPE OF SURFACE: asphalt x PAVED; _____ GRAVEL; _____ DIRT;
_____ OTHER (DESCRIBE)

CONDITION OF PAVED SURFACE: 2

CONDITION OF STRIPING: 2

CONDITION OF BASIN / DRAINS / ETC: 3
(FOR LOCATION SEE SHEET: see sketch)

SIGNAGE: 5

FENCE AND GUARDRAIL: 5

LANDSCAPE: 2

SIDEWALK: 5

CURB: 2

STATION: Talmadge Hill
 LINE: New Haven-New Canaan Branch
 INSPECTION DATE : January 8, 2002
 INSPECTION AGENCY / FIRM: Parsons Brinckerhoff
 INSPECTORS: Jim Connell & Dave Lang
 TIME OF INSPECTION: A.M.
 WEATHER: Clear & Cool

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 7 OF 40

PLATFORM --- SERVICE

Voltage Rating (V)	120/240	Type of 3 phase connection		Delta	n/a	Wye	n/a
		Method of Entrance		Overhead	X	Underground	n/a
Rating of Main Breaker (A)	unknown	Origin of Service		Pole	X	Transformer	n/a
		Code Compliant		Yes	X	No	n/a
Quantity of Phases	1	Pole Number & Street	no number parking lot	Wire Sizes	unknown		

Remarks: We were unable to gain access to the electrical service enclosure to verify the size and condition of the main circuit panelboard.

PLATFORM --- ELECTRICAL SYSTEMS

Electrical Device	Manufacturer	Model Number	Rating	Location	Estimated Age/Life(y/y)	Visual Condition
Main Distribution Panel	unknown	unknown	unknown	adjacent to parking lot	unknown	unknown
Main Disconnect Switch	n/a	n/a	n/a	n/a	n/a	n/a
Transformer	n/a	n/a	n/a	n/a	n/a	n/a
Receptacles	unknown	unknown	3	platform	15/ 20	minor deterioration
Grounding	unknown	unknown	unknown	unknown	unknown	unknown
Lighting Controls	unknown	unknown	unknown	unknown	unknown	unknown
Public Telephone	unknown	n/a	n/a	platform	n/a	operational
Station Telephone	n/a	n/a	n/a	n/a	n/a	n/a

Remarks: There are only two receptacles on or near the platform. One is mounted on the electrical service cabinet and the other is mounted near the service pole.

STATION: Talmadge Hill

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 8 OF 40

INSPECTORS: Jim Connell & Dave Lang

DATE: January 8, 2002

STATION PLATFORM --- ELECTRICAL AND LIGHTING SUMMARY

There is an electrical service pole located adjacent to the platform. This service originates at the pole and terminates in a locked pedestal type electrical cabinet located on the platform, inside a small shelter type structure. We were unable to gain access to this cabinet to verify the exact size and condition of the main panel. The window on the cabinet to view the meter is missing and should be replaced in order to secure the cabinet from vandalism. Otherwise, the cabinet is protecting the electrical panelboard from environmental conditions. There are two non-GFCI type receptacles, one located at the service pole and the other located at the electrical enclosure. To reduce the risk of electric shock when in use, these receptacles should be replaced with GFCI type.

The platform luminaires are pole mounted metal halide and produce an average of 8.53 foot-candles. However, over grown vegetation impairs the output of one of the luminaires and results in light levels averaging 2.9 foot-candles near this pole. After this vegetation is removed, the entire platform will exceed the light levels as recommended by the IESNA. The conduit fittings serving the light poles are corroding and will likely lose electrical integrity in the near future. The cause of this corrosion may be the result of the heavy use of salt on the platform during winter months.

STATION: Talmadge Hill
LINE: New Haven-New Canaan Branch
INSPECTION DATE: April 4, 2002
INSPECTION AGENCY/FIRM: Warren & Panzer Engineers
INSPECTOR: Josue Garcia/Bosun Ogunnaike
WEATHER: Good

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 10 OF 40

HAZARDOUS MATERIALS INSPECTION

LEAD-BASED PAINT

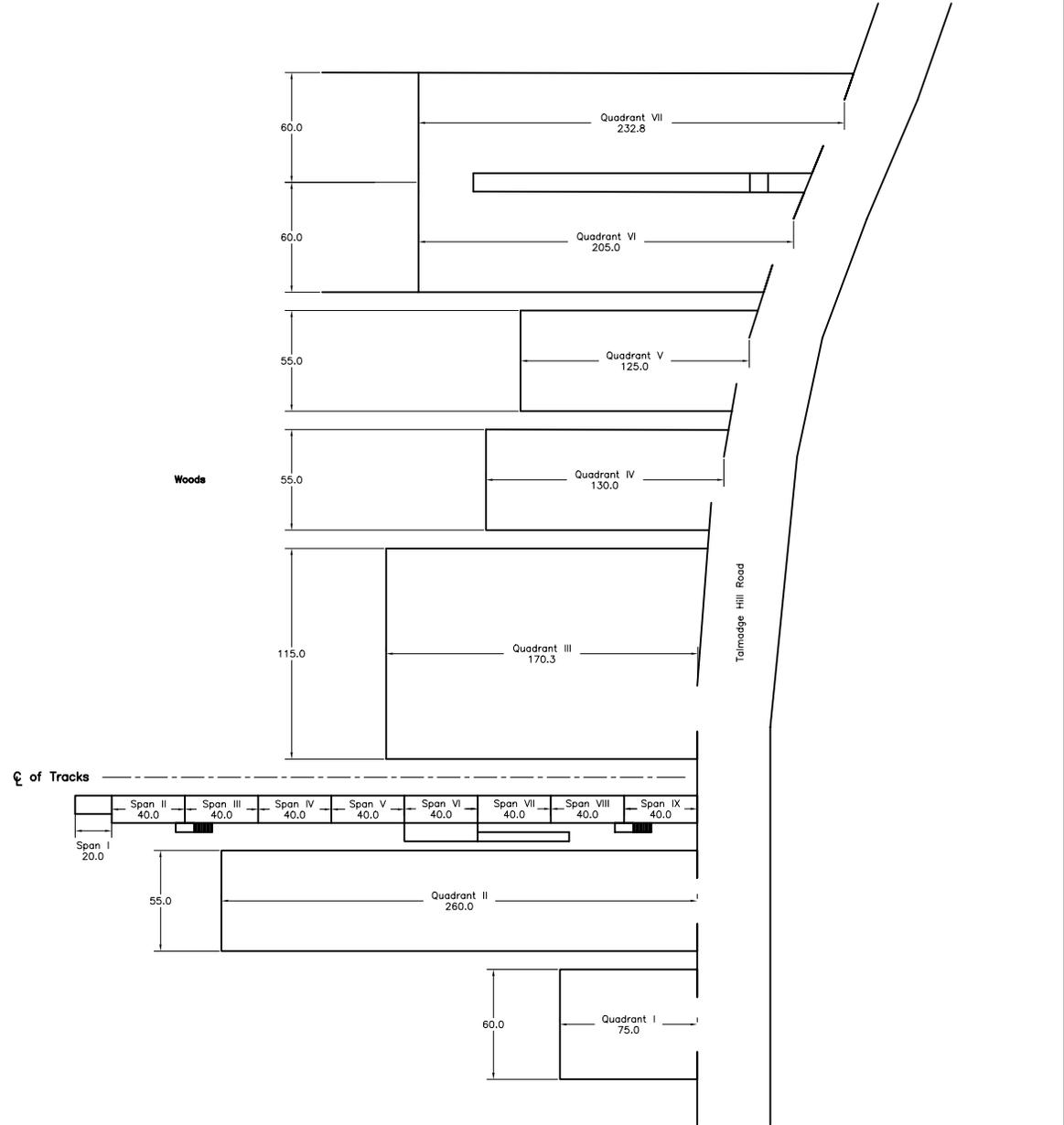
Note: The LBP inspection was conducted using an RMD LPA-1 spectrum X-Ray Fluorescence Analyzer (XRF). The Department of Housing and Urban Development (HUD) recommend XRF analysis for inspection of lead in paint. XRF readings were taken of surfaces coated with suspect LBP. The XRF was operated in "Quick Mode" for this project. In Quick Mode, the measurement time is determined by the LPA-1 Analyzer to achieve a 95% confidence measurement compared to an action level (1.0 mg/cm²).

Platform

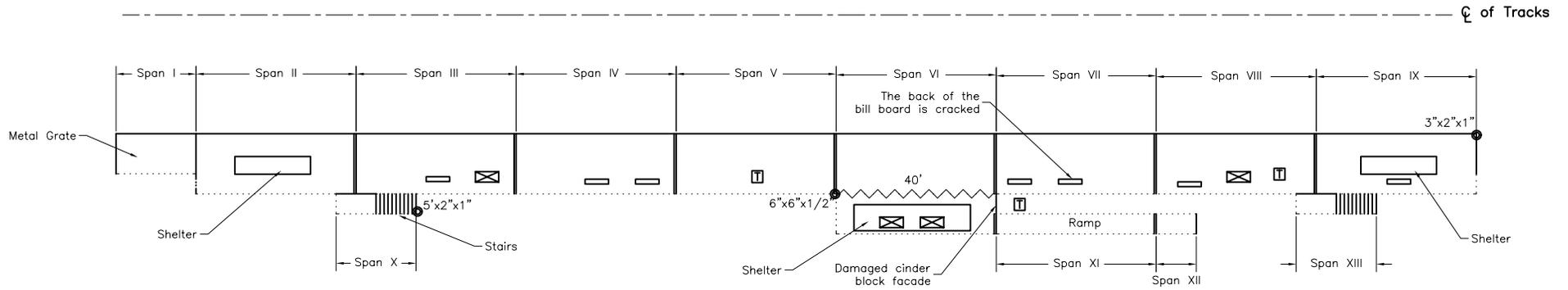
Surfaces Tested	# of Locations Tested	Lead Presence (>1 mg/cm ²)	Rating
Telephone Booth	2	No	4
Platform Warning Strip	3	No	3
Platform Concrete Base	3	No	4

SUSPECT ASBESTOS-CONTAINING MATERIALS

No suspect asbestos-containing materials were found at the time of the visual inspection.



Urbitran Associates, Inc.
Connecticut Dept. of Transportation
Talamadge Hill Station General Layout
Date: 12-18-01



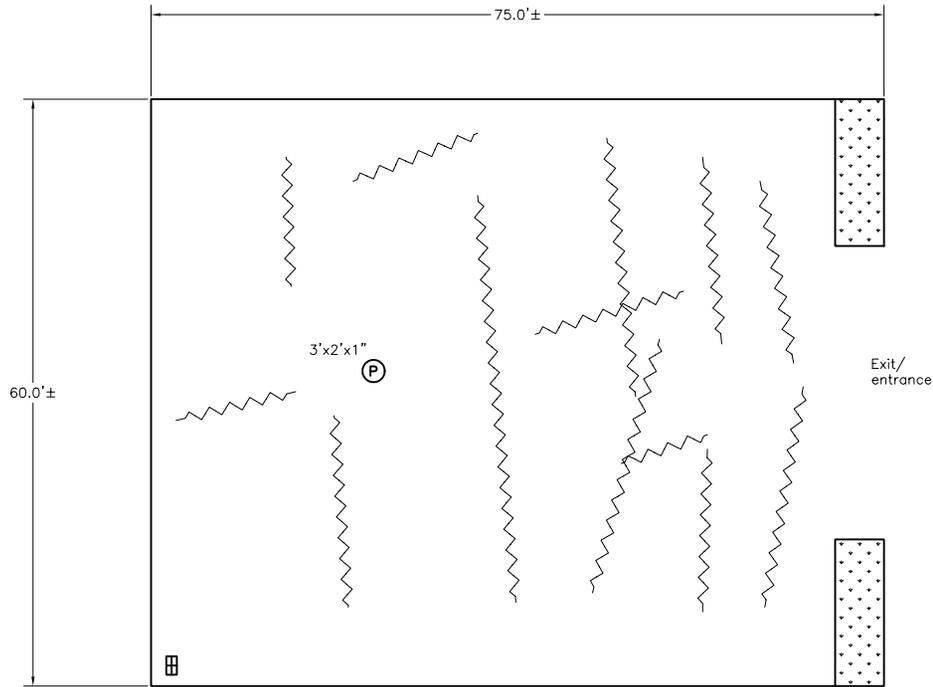
Legend:

- Pedestrian Rail
- Crack
- Spalled Concrete
- Sign
- Bench
- Trash can
- Joint

NOTES:

1. The bridge viaduct north of the platform exhibits major spalled concrete throughout its entire length.
2. The railing base plate is rusted and deteriorated throughout the platform.
3. The base plates for the double tee is rusted and deteriorated.

Urbitran Associates, Inc.
Connecticut Dept. of Transportation
Talamadge Hill Station Platform Plan
Date: 12-18-01



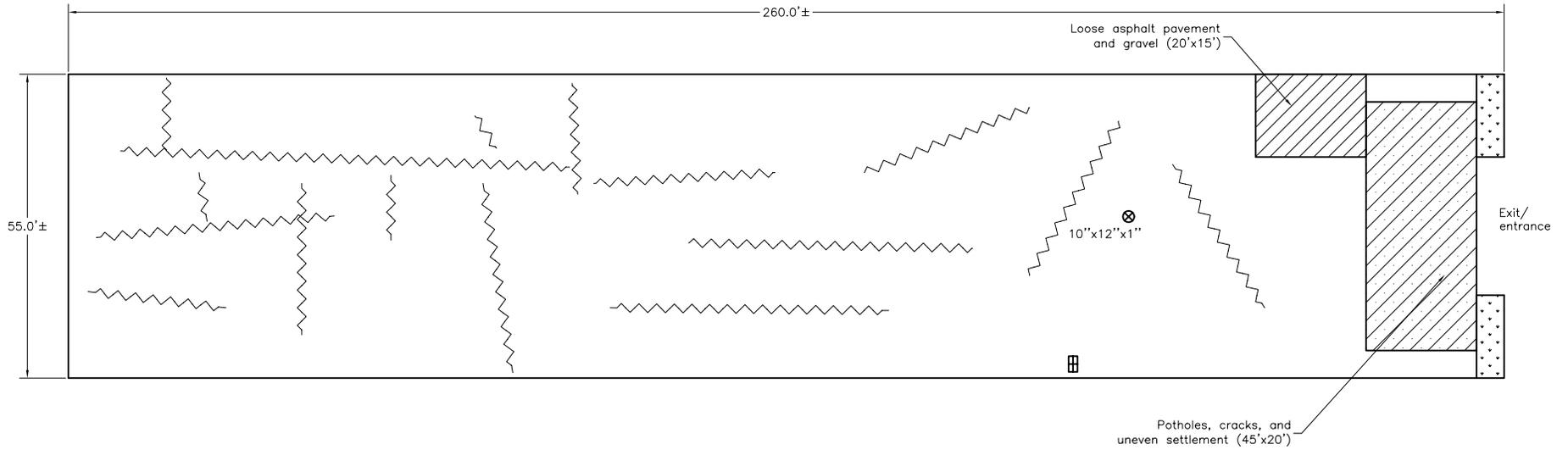
NOTES:

1. 40% of the asphalt pavement is cracked.
2. 5% of the asphalt pavement is uneven.
3. 60' of the asphalt curb is either missing, spalled, or cracked.

Legend:

-  Crack
-  Drain
-  Ponding
-  Grass

Urbitran Associates, Inc.
Connecticut Dept. of Transportation
Talmadge Hill Station Quadrant I Details
Date: 12-18-01



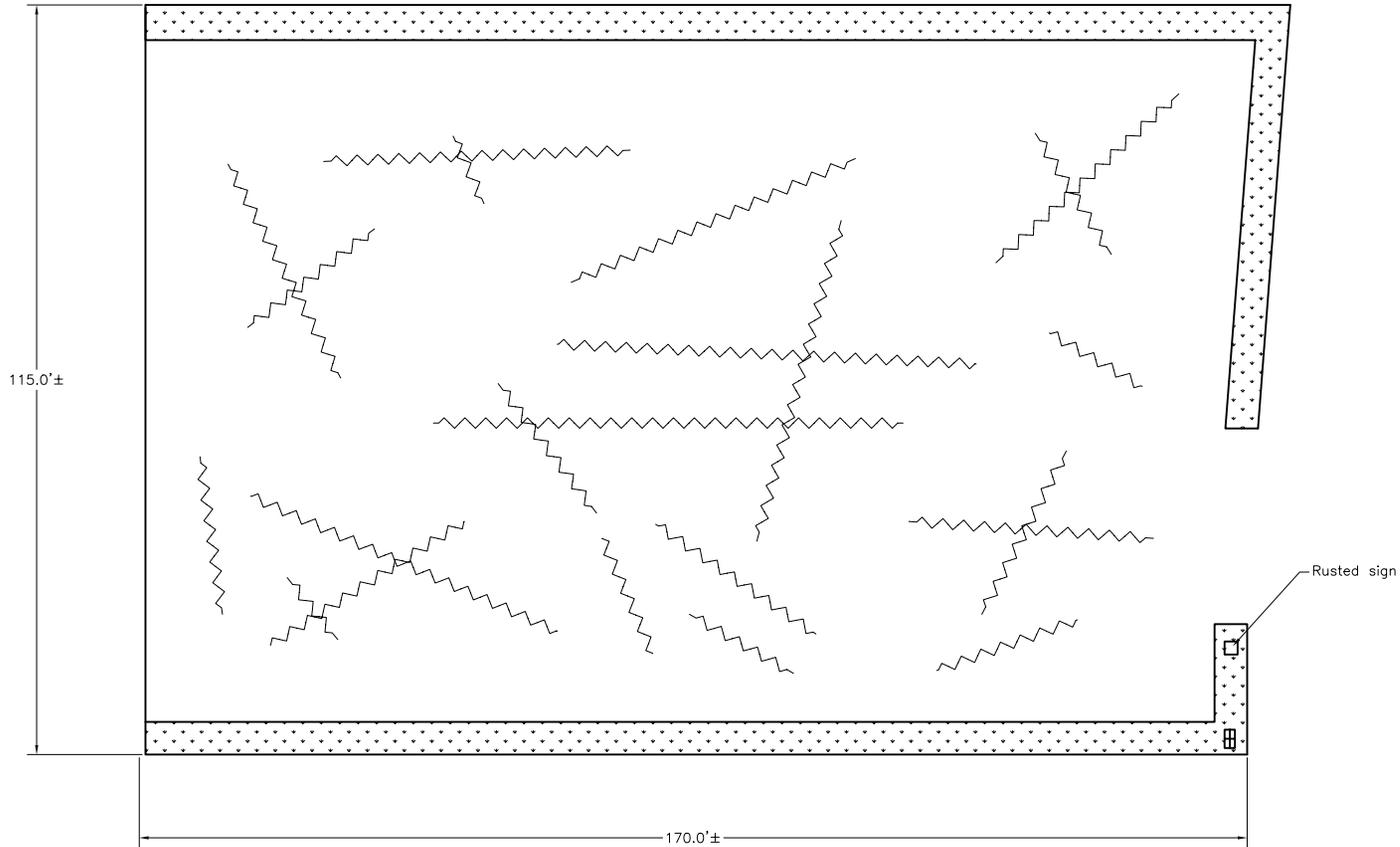
NOTES:

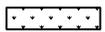
1. 35% of the asphalt pavement is cracked.
2. 40% of the asphalt pavement is uneven.
3. 120' of the asphalt curb is either missing, spalled, or cracked.

Legend:

-  Crack
-  Drain
-  Pothole
-  Grass

Urbitran Associates, Inc.
Connecticut Dept. of Transportation
Talmadge Hill Station Quadrant II Details
Date: 12-18-01

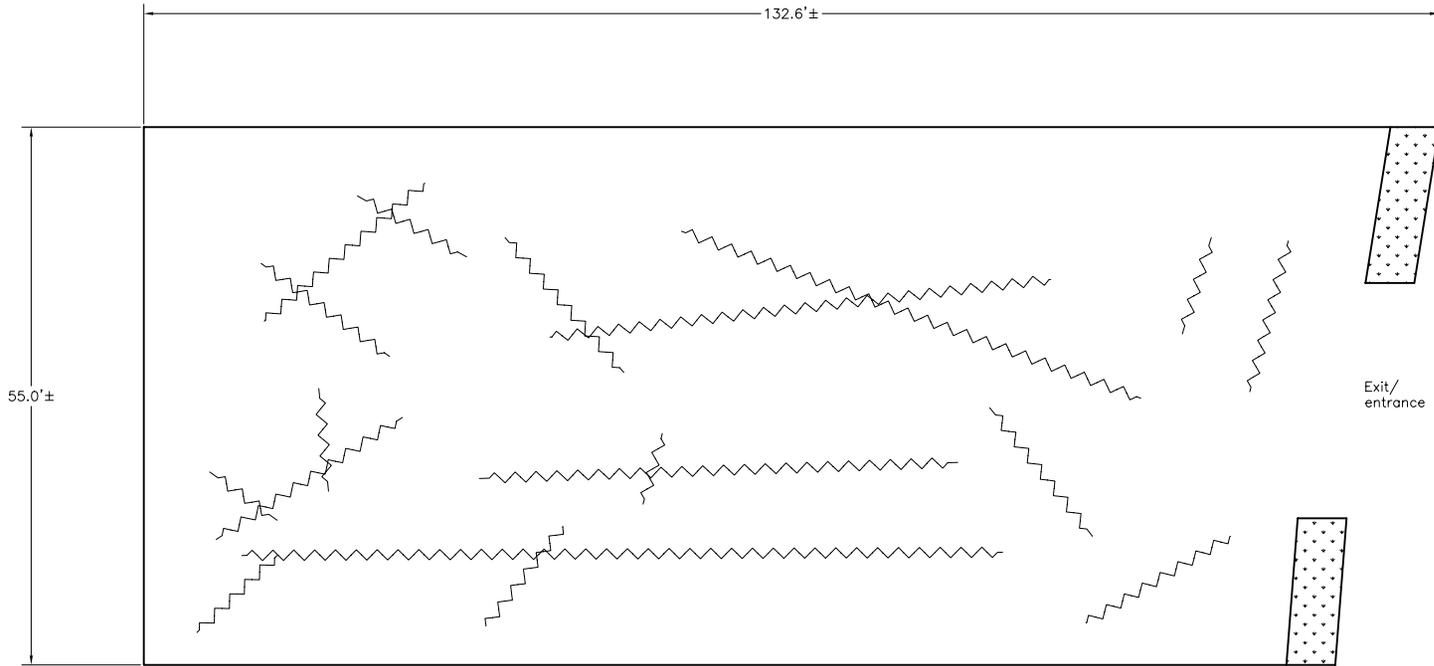


- Legend:
-  Cracks
 -  Grass
 -  Drain

NOTES:

1. 25% of the asphalt pavement is cracked.
2. There is no curb present.
3. 12 of the concrete parking blocks are either missing, spalled, or displaced

Urbitran Associates, Inc.
Connecticut Dept. of Transportation
Talmadge Hill Station Quadrant III Details
Date: 12-18-01



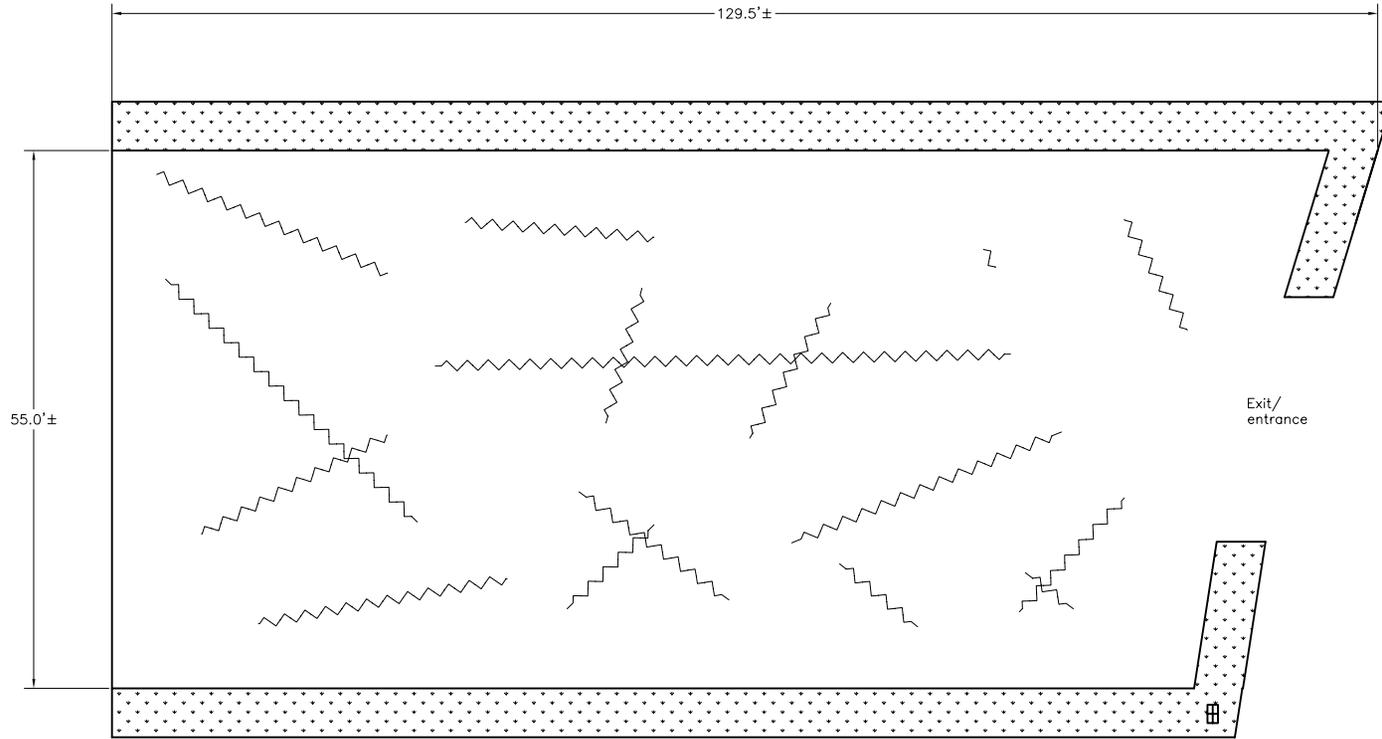
Legend:

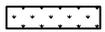
-  Cracks
-  Grass

NOTES:

1. 30% of the asphalt pavement is cracked.
2. 10% of the asphalt pavement is uneven.
3. 180' of the curbing is missing, spalled, or cracked.
4. 12 of the parking meters are missing, rusted, and bent.

Urbitran Associates, Inc.
Connecticut Dept. of Transportation
Talmadge Hill Station Quadrant IV Details
Date: 12-18-01



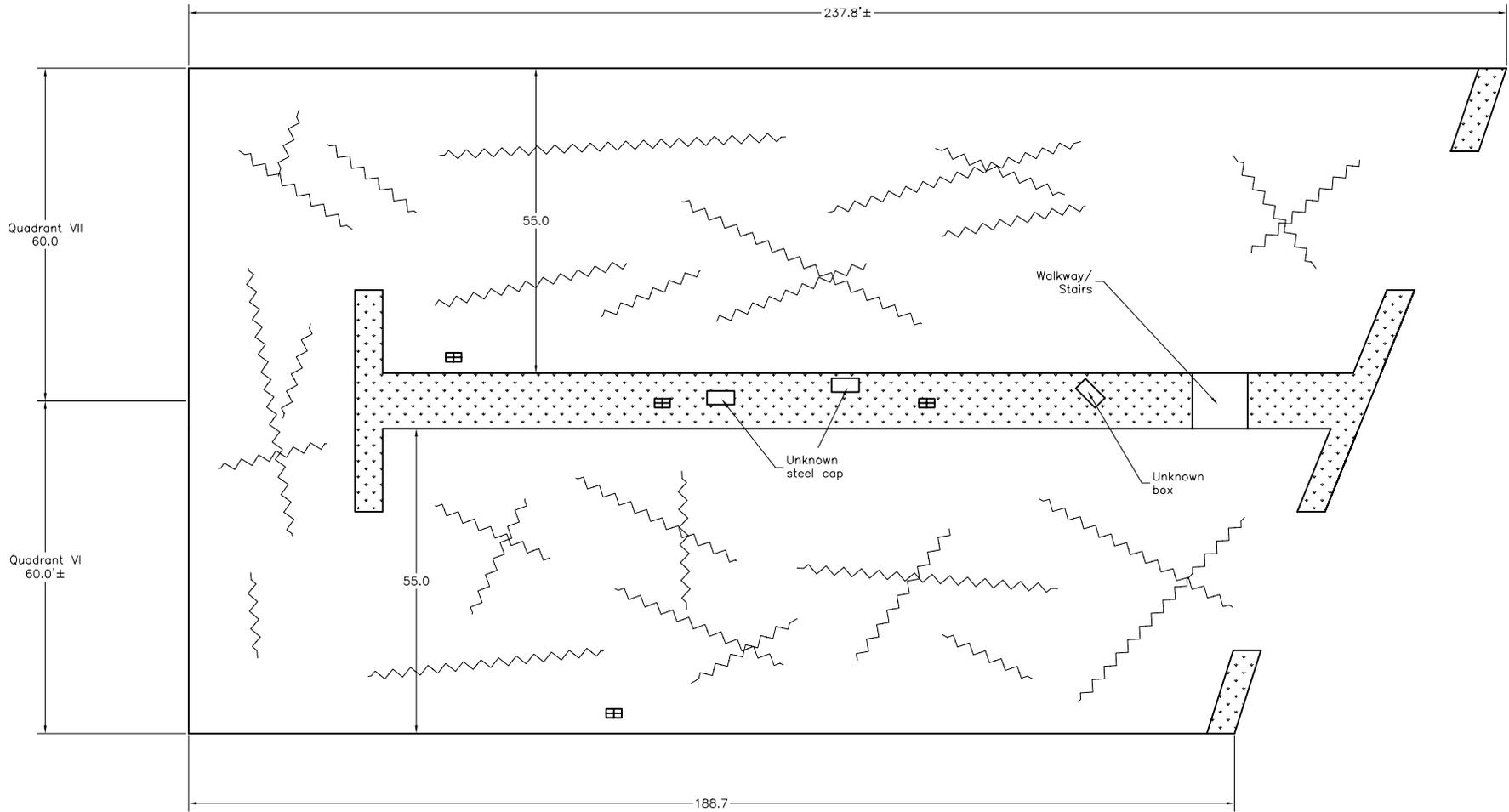
- Legend:
-  Cracks
 -  Grass
 -  Drain

NOTES:

1. 30% of the asphalt pavement is cracked.
2. 10% of the asphalt pavement is uneven.
3. 70' of the curbing is missing, spalled, or cracked.
4. 15 of the parking meters are missing, rusted, and bent.
5. 2 of the parking meters' concrete footings are exposed.

Urbitran Associates, Inc.
Connecticut Dept. of Transportation
Talmadge Hill Station Quadrant V Details
Date: 12-18-01

— N



Legend:

-  Cracks
-  Grass
-  Drain

NOTES:

1. 45% of the asphalt pavement in Quadrant VI is cracked.
2. 10% of the asphalt pavement in Quadrant VI is uneven.
3. 30% of the asphalt pavement in Quadrant VII is cracked.
4. 80' of the curbing is missing, spalled, or cracked in Quadrant VII.
5. 3 of the parking meters are missing, rusted, and bent in Quadrant VI.

Urbitran Associates, Inc.
Connecticut Dept. of Transportation
Talmadge Hill Station Quadrant VI and VII Details
Date: 12-18-01

STATION: Talamadge

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 19 OF 40

INSPECTORS: WV, RGW

DATE: 12-16-01

RATINGS		PHOTO NO.	REMARKS:
NEW	PREV		
2		18	All Spans 2 - The railing base plates are rusted and deteriorated
3		19	Span X 3 - There is minor areas of scalled/honeycomb concrete along the stairs
3		20	Span V,IX 4 - There are two isolated area of spalled concrete on the exterior flange of the double tee
2		21	Span VII 7 - The back of the sign is cracked
3		23	All Spans 17 The double tee base plates are rusted and deteriorated.
2		22	Span VII NA - The cinder block façade is damaged
2		3-16	All Quads Surface - The top of the asphalt pavement is cracked and uneven
2		3-16	All Quads Striping - The striping is faded
2		24	All Quads Landscape - Typical accumulation of leaves into the parking area
2		25	Quad I,II,IV,V,VII Curb - Typical cracked and missing asphalt curb
3		26	Quad III Signage - There is a rusted sign in the southwest corner
2		27,28	Quad III Misc. - There are concrete parking blocks which are missing, spalled or displaced
2		29,30	Quad IV,V,VI Misc. - The parking meters are either missing rusted, bent or uplifting from the ground

Talamadge Hill Station				
Description	Units	Quantity	Price / Unit	Total Cost
Replace asphalt curb				
-Removal of curb	yd ³	415.00	\$80.00	\$33,200.00
-Replacing curb	ft	930.00	\$22.00	\$20,460.00
Replacing asphalt pavement				
-Removal of asphalt	yd ³	3160.00	\$22.00	\$69,520.00
-6" top course and binder course	yd ²	8745.00	\$25.00	\$218,625.00
-7" aggregate base	yd ³	1460.00	\$20.00	\$29,200.00
Install new concrete parking blocks	EACH	12.00	\$75.00	\$900.00
Remove parking meters *	EACH	32.00	\$300.00	\$9,600.00
Replace Conduit/Conduit fittings				
-fittings	EACH	16	75	\$1,200.00
-conduit	EACH	500	9.2	\$4,600.00
-type XHHW conductor	EACH	2000	0.49	\$980.00
Repair the meter cabinet	EACH	1	200	\$200.00
Repair/replace platform receptacles	EACH	2	50	\$100.00
Remove overgrown vegetation at light pole	LS	-	-	\$300.00
Miscellaneous (Clean and paint structural steel)	LS	-	-	\$5,000.00
Miscellaneous (signs, timber curb, and etc.)	LS	-	-	\$1,000.00
Mobilization / Demobilization (10%)				\$38,888.50
Sub-total				\$433,773.50
Contingency (20%)				\$86,754.70
Grand Total				\$520,528.20
Say				\$521,000.00

* It is our observation that the parking meters are no longer in use and should only be removed.

Lease Narrative and Synopsis

U R B I T R A N **R** E P O R T



Prepared to

Connecticut Department of Transportation

Submitted by

Urbitran Associates, Inc.

Urbitran Associates

**RAILROAD LEASE AGREEMENT
NARRATIVE**

STATION NAME: **New Canaan and Talmadge Hill Stations**
STATION OWNER: State of Connecticut Department of Transportation (the "State")
LESSEE: Town of New Canaan

Under this Lease Agreement (the "Lease"), the State leases to the Town of New Canaan (the "Town") five (5) parcels of land within the railroad right-of-way, containing an aggregate of 2.35 acres, more or less. These parcels comprise the New Canaan and Talmadge Hill Stations, both located in the Town of New Canaan. The term of the Lease is ten (10) years, commencing July 1, 1998, to and including June 30, 2008. The Town has the right to renew for one (1) additional ten (10) year period of time.

When the Lease requires work on, over or under the right of way of any railroad company, the Town must carry Railroad Protective Liability Insurance for and on behalf of the railroad company, the Town and the State as named insureds, with coverage limits of: (1) not less than \$2,000,000 for any individual accident or occurrence involving injury or death and/or destruction of property; and (2) \$6,000,000 aggregate for all injuries to persons or property during the policy period. These required amounts exceed the amounts called for in the "Standard Railroad Lease Specifications & Covenants"¹ and the majority of other railroad lease agreements included in this study.

The Lease describes the duties of each of the parties with some specificity. The State retains the sole responsibility for maintaining all major structural renovations and/or repairs and for maintaining and restoring all fencing bordering the tracks, canopies over the platforms, and stairways. The Town is solely responsible for day-to-day maintenance, including, but not limited to, general structural repairs, snow removal, trash removal and security of any and all platforms, railings, stairs, shelters and ramps.

¹ The Lease is made subject to the "Standard Railroad Lease Specifications & Covenants" dated June 18, 1998.

LEASE SYNOPSIS

<u>STATION NAME:</u>	New Canaan and Talmadge Hill Stations
Lease Document(s) Reviewed	Lease Agreement dated 4/23/99
Station Owner	State of Connecticut Department of Transportation (the " <u>State</u> ")
Lessee	Town of New Canaan
Agreement Number	2.11-03(99)
Effective Date of Lease	7/1/98
Term	10 years
Number of Renewal Periods	1 (at Lessee's option)
Renewal Period	10 years
Number of Lessee Renewals Exercised in Prior Years	0
Number of Renewals Remaining	1
Expiration Date of Lease	6/30/08
Recorded?	Volume 515, Page 608
Number of Parcels	5
Total Acreage	2.35 acres
How Is Revenue Earned?	Rail parking revenue and revenue from other rail-related leases
Are Separate Funds Accounts Required?	Yes. Lessee shall establish a separate account to accrue reinvestment funds. All revenue generated from all sources derived from the use of the property(ies) described in the Lease, minus mutually agreed to operating and/or maintenance expenses, shall be deposited into this fund. The State reserves the right to approve or disapprove the use of these funds to ensure improvement and maintenance of rail station building, parking, and services.
Allowable Direct Costs in Calculating Surplus	Maintenance of rail station buildings, rail station parking, and mutually agreed upon rail station operating and/or maintenance expenses

Allowable Indirect Costs in Calculating Surplus	Not specified
Is Surplus Deposited in Capital Fund?	Yes
Is Surplus Shared with the State?	Yes
How Often is Surplus Shared?	In the event there is a surplus, at the end of each five (5) year period of the initial term and the one (1) renewal period thereafter, if any, the State shall receive fifty percent (50%) of said surplus.
Are Certified Financial Statements Required?	Yes. See Appendix I.
Financial Statement Submission Period	Lessee shall prepare and deliver to the State within ninety (90) days following the end of each year of the specified term of the Lease, statements of gross revenue.
Is Annual Budget Required?	No
Is Repayment of Debt Service Required?	No
Monthly Debt Repayment Amount	n/a
Does State Pay Lessee a Fee?	No
Amount of Fee Due Lessee	n/a
<u>INSURANCE COVERAGE:</u>	
Property Damage Insurance Bodily Injury Coverage	When the Lease requires work on, over, or under the right-of-way of any railroad company, Lessee shall carry, with respect to the operations that it or its subcontractors perform under the Lease, Railroad Protective Liability Insurance, providing for coverage limits of not less than Two Million Dollars (\$2,000,000.00) for all damages arising out of any one accident or occurrence, in connection with bodily injury or death and/or injury to or destruction of property [with limit of \$6,000,000.00 for all injuries to persons or property during the policy period].
Other Required Coverage	n/a
Voluntary Coverage	n/a

Is Lessee Self Insured?	
Is Certificate of Coverage on File?	
Named Insured	Lessee, State and Metro-North Commuter Railroad Company
State Held Harmless?	Yes
Lessee Waives Immunity	Yes
<u>MAINTENANCE:</u>	
Enhance Aesthetic Appearance	Lessee
Not Erecting Signs on Premises	Lessee
Surface Grade Land	Lessee
Install and Maintain Fencing	State
Install Suitable Drainage	Lessee
Ice Snow Control of Sidewalks	Lessee
Install and Maintain Electrical Systems for Lights	Lessee
Sweeping and Cleaning Litter	Lessee
Station Structures	The State retains responsibility for maintaining all major structural renovations and/or repairs. Lessee shall retain sole responsibility of the day-to-day maintenance, including general structural repair.
Platform Gutters	Lessee
Fences	State
Signs	Lessee
Platform Lights	Lessee
Drains	Lessee
Equipment	Lessee
Electric and Mechanical Systems	Lessee

Live Rail Facilities	State
Platforms	Lessee
Railings	Lessee
Stairs	State
Platform Shelters	Lessee
Platform Canopy	State
Tunnels	
Parking Lots	Lessee
Waiting Room	Lessee
Ticket Office	Lessee
Baggage Room	Lessee
<u>PARKING:</u>	
Parking Fees	Where there is a charge for parking, the minimum annual parking fee per vehicle is \$100.00. The State reserves the right to review and approve any and all parking fees which exceed this minimum fee. Lessee has the right to establish and publish a Daily, Weekly, Monthly, Annual and/or other periodic Parking-Fee Schedule(s).
Nondiscrimination Clause	See <u>Appendix II</u> .
<u>COSTS OF LEASEHOLD:</u>	
Water	Lessee
Electricity	Lessee
Other Public Utilities	Lessee
Gas	
Sewer	
Owns Title to Property	State

Owens Title to Capital Improvements	State
Is Subleasing Allowed?	Not without receipt of prior written approval from the State and the appropriate Federal Regulatory Agency, if required.
Can Lease be Sold or Assigned?	Not without receipt of prior written approval from the State and the appropriate Federal Regulatory Agency, if required.
Is Security Bond Required?	No
If so, the Amount	n/a
<u>OTHER:</u>	
Is there a Lease to CT Transit?	No
Termination	The State may terminate this Lease upon one year's notice to the Town for reasons of default or if the property is needed for transportation related purposes.
Employment/Non Discriminatory Requirement	Yes
Miscellaneous	Lease is made subject to the "Standard Railroad Lease Specifications & Covenants" dated June 18, 1998

Station Operations Review

U R B I T R A N **R** E P O R T



Prepared to
Connecticut Department of Transportation

Submitted by
Chance Management

Under Contract to
Urbitran Associates, Inc.

NEW CANAAN BRANCH

The New Canaan Branch includes the following municipalities that participate in or manage the operations and maintenance stations and/or commuter parking lots: New Canaan (New Canaan and Talmadge Hill Stations) and Stamford (Glenbrook and Springdale Stations). Please note that the Stamford Transportation Center is operated by the State and was viewed separately from the Glenbrook and Springdale Stations. As such, the Stamford Station is noted in the New Haven Main Line separated from these smaller stations located on the New Canaan Branch.

NEW CANAAN

New Canaan and Talmadge Hill Stations

The Town of New Canaan has two stations, one located in the center of town and one at Talmadge Hill just south of the Merritt Parkway. The recently renovated New Canaan train station, located in the center of the community, is heavily utilized and its parking lots are generally full by 7:00 a.m. A significant number of commuters also walk to the station from home or are dropped off at the station.

The New Canaan Station is considered to be a significant building to the town, even among those who do not commute to by train. The station was brought back to its original design and historic significance by the State's Department of Transportation three years ago.

The station at Talmadge Hill is located a few minutes south of the New Canaan Station, and consists largely of parking lots, a small shelter and single platform.

Agreements

Although the Office of the First Selectman is familiar with the lease with the Department of Transportation, there is no organization chart of chain of command published for maintenance and operations responsibilities. The terms of the lease are generally followed in the operations and management of the leased lots. The Town is responsible for the day-to-day operations of the lots and station, and the State is responsible for major renovations and/or repairs. Further, the lease requires that the Town charge a minimum annual \$100 parking fee per vehicle for state-owned parking lots.

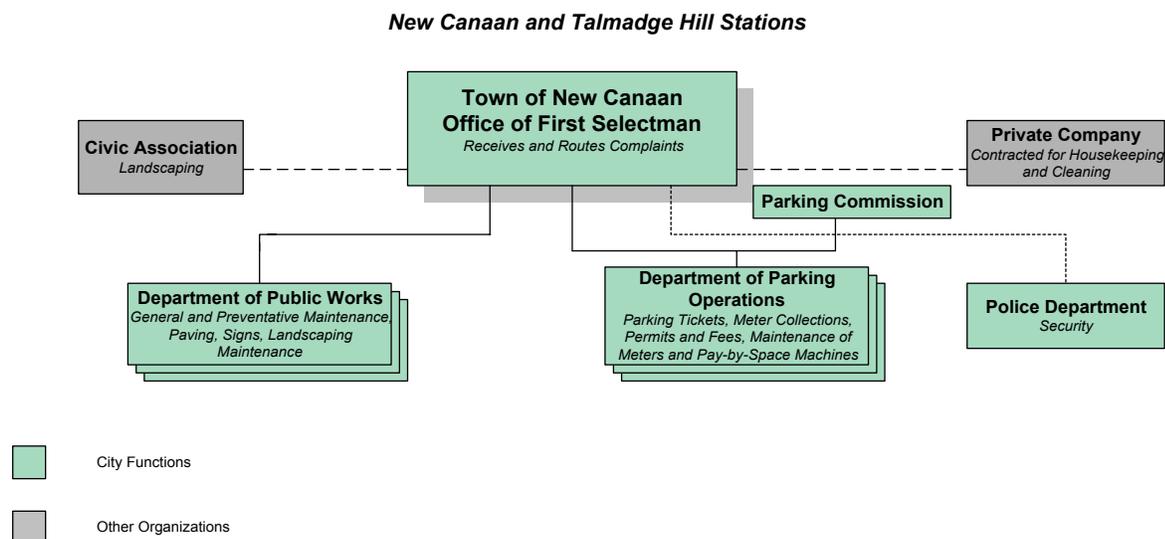
The Town of New Canaan has tenants at the New Canaan Station, although the agreements are not formal and there are no written agreements available. However, municipal officials explained that the Town charges \$400 a month for use of the taxi stand, and charges \$100 a month to a coffee stand. The coffee stand pays its own utilities.

The Town leases land from a private developer, Avalon Bay Communities Inc., for additional commuter parking at the New Canaan Station. The lot is 3.5 acres and through a land swap arrangement, the Town pays the private entity \$500 a day for an additional seventy spaces (120 permits).

The Talmadge Hill Station does not have tenants or any additional leases.

Organizational Structure

The New Canaan Station is centrally located in the Town of New Canaan. The town considers itself a “commuter village” where a significant portion of the residents use the Rail Line to commute to New York. It is a historically significant station and important to the community and functionality of the town. The station is monitored by the Department of Transportation, although the town plays a significant role in general maintenance of the platform and has sole responsibility for the commuter lots. The organization chart below illustrates the responsibilities and chain of command regarding the New Canaan Station and the Talmadge Hill Station.



As noted earlier, the Town of New Canaan does not have a published formal organization chart of responsibilities for the maintenance and operations of the New Canaan Station and commuter lots. The organization chart above was designed from information gathered from New Canaan municipal officials. The New Canaan Office of the First Selectman is the primary department for managing and operating the lots and serves as the main contact for the stations and associated lots of New Canaan Station and Talmadge Hill Station. Robert Bond is the First Selectman and official contact for issues regarding the stations, but is required to spend minimal time with these issues. Administrative officer of the Office of the First Selectman, Peter Murphy, is the administrative contact for the operations of the stations. He spends a larger percentage of his time (as do all departments involved) with the operations of the New Canaan Station than the Talmadge Hill operations.

The employees of the Department of Public Works report directly to the First Selectman. The Police Department does not formally report to the First Selectman. The Department of Parking Operations reports to the Parking Commission as well as the Office of the First Selectman. A private company is contracted for housekeeping and cleaning and reports to the Office of the First Selectman.

Operating Procedures

There are no operating procedure guides published by the Town; information was gathered from municipal officials as well. The New Canaan Station is well run, although there is no direct chain of responsibility and command. If there is a problem, a towns person can file a complaint with the Office of the First Selectman. If it is a parking problem, the First Selectman will contact the Department of Parking Operations to solve the problem. The Department of Parking Operations is responsible for the

maintenance of meters and pay-on-foot machines, parking permits, and parking enforcement. If it is a maintenance problem, the First Selectman will contact the Department of Public Works to fix the problem. Because New Canaan has a small municipal government system, this type of governance works well; particularly since the majority of town residents, not only public officials, would consider themselves stakeholders in the station.

NEW CANAAN

Although a part of a small town, the New Canaan Station and lots are not a one-person operation. The employees of the Department of Public Works, who report to the First Selectman, perform general and preventative maintenance of the lot, paving, signs, and landscaping. The Police Department includes the lots of the stations as part of its patrol routes. All parking violations, meter collection, maintenance of pay-on-foot machines and meters, and permit and fee collections are performed by the Department of Parking Operations. A private company, Young’s, is contracted for housekeeping and cleaning, and a local civic association landscapes the area surrounding the station and its lots. There are no formal agreements available for the contracted housekeeping company or the non-profit organization.

Procedure	Responsible Party
Opening and Closing of Station	MTA
Housekeeping Inside Station	Contracted Company
Housekeeping Outside Station	Department of Public Works
Daily Maintenance	Department of Public Works
Preventative Maintenance	Department of Public Works and Conn-DOT
Landscaping	Civic Association
Security	Police Department
Customer Service	Office of the First Selectman
Tenant Performance	Office of the First Selectman
Parking Enforcement	Department of Parking Operations
Parking Fees and Permits	Department of Parking Operations
Parking Operation Maintenance	Department of Parking Operations

TALMADGE HILL

The Talmadge Hill Station is moderately maintained, and there is no direct chain of responsibility and command. Problem solving is done in the same manner as for the New Canaan station, but Talmadge Hill does not receive as much attention since it is not centrally located and is not as “noticeable.”

Procedure	Responsible Party
Opening and Closing of Station	N/A
Housekeeping Inside Station	N/A
Housekeeping Outside Station	Department of Public Works
Daily Maintenance	Department of Public Works
Preventative Maintenance	Department of Public Works and Conn-DOT
Landscaping	Department of Public Works
Security	Police Department
Customer Service	Office of the First Selectman
Tenant Performance	N/A
Parking Enforcement	Department of Parking Operations
Parking Fees and Permits	Department of Parking Operations
Parking Operation Maintenance	Department of Parking Operations

Station Financial Review

U R B I T R A N **R** E P O R T



Prepared to
Connecticut Department of Transportation

Submitted by
Seward and Monde

Under Contract to
Urbitran Associates, Inc.

NEW CANAAN FINANCES

ACCOUNTING ENTITY / BASIS

The Town accounts for the State-leased operations as an enterprise fund included in its annual general purpose municipal financial statements. The records are kept on an accrual basis similar to a private enterprise. The Town's books are, for the most part, kept separate for the railroad State-leased property (New Canaan station and parking, and the Talmadge Hill platform) from the Town-owned railroad parking areas (Talmadge Hill lot, Richmond Hill and the "lumberyard" lot). Revenues are separately identified for the State-leased lots from the Town-owned lots and certain expenses are also identified as specifically chargeable to the fund, but general municipal services get allocated to the railroad fund.

FINANCIAL REPORTING TO STATE

The presentation included in the annual municipal report is provided to the State. A separate detailed report is not submitted.

Financial measurements such as unit values for revenues or costs per space, etc. and units further broken down for each lot, is not required by the lease and not included with the financial information. Specific railroad lease operating or capital budgets are not necessarily a requirement of the lease or submission to the State.

REVENUES

Revenues are derived from parking, rents, and interest income. The State also provides capital grants outside of the enterprise fund. As previously mentioned, revenues are separately identifiable for State-leased lots from Town-owned lots

Parking revenues are from daily parking fees. Automated pay-station machines are located at the New Canaan parking lot. Parkers pay for their space by depositing money into the pay-station machine. The automated machine is administered to by the Town's Parking Authority to collect the cash for deposit and identify any unpaid and occupied parking spaces. The Town-owned lots use permit and metered parking systems.

Rental income is derived from a taxi service, a newsstand, a coffee vendor and a vending machine.

EXPENSES

The Town uses its municipal departments and outside services to maintain the railroad properties. Operating expenses include utilities, repairs, maintenance, cleaning and supplies. Repairs are generally performed by outside tradesmen and contractors. Cleaning and window washing is done under a service contract. Town services are provided by the Highway, Building and Park's Departments. These services include plowing, sanding, sweeping, janitorial, landscaping and other similar services. Expenses exclude security costs because there is no security provided at the railroad lots by the local police as part of their scheduled patrol. The Town also charges depreciation on certain railroad properties.

Metro-North and ConnDOT – The State also incurs station expenses through its service agreement with Metro-North / Metropolitan Transit Authority. These expenses are accounted for by Metro-North and included in the charge to the State. The expenses generally relate to maintaining the platform at each station. At New Canaan the Town also relies on Metro-North to clean-up the debris in the track area at the Station.

The finances of the local government however do not include the station expenses paid by the State to Metro-North under the separate service agreement. These expenses include various maintenance responsibilities related to the stations and especially the platform area. Metro-North performs cyclical maintenance and on-call repairs and maintenance as needed. Metro-North also is responsible to maintain any ticketing area on railroad property. Such costs have been identified and included in the financial presentation.

The Metro-North service agreement also provides that the State pay for the allocated cost of station maintenance forces. These allocated indirect costs have not been included in the financial presentation.

The local government is not in direct control of the services rendered by Metro-North. These services are controlled by the service agreement. The service agreement is outside of the State lease agreement with the local government.

ConnDOT also incurs expense for its administrative oversight of the operating leases and the physical properties. These expenses were not compiled or presented in the financial presentation.

EXPENSE ALLOCATION

The allocation of indirect expenses is a financial issue that would apply to most of the State lease agreements where the local government has determined that administrative charges are warranted and come under the "mutually determined charges" clause of the lease agreements. The lease is not clear as to exactly what charges are allowable. The allocations generally result from common costs such as administrative expenses or departmental expenses that do not exclusively service the railroad properties but service a number of funds and functional activities. The reasonableness or propriety of the allocation and method was not evaluated to determine if such costs were actually

incremental or simply attributed to the leased property under a full absorption costing methodology.

PROFITABILITY / ACCUMULATED SURPLUS

The railroad fund was operated at a profit for the 1996-1999 fiscal years. A loss of \$23,184 was recorded in fiscal year 2000 (see Special Requirements note). At June 30, 2000 the railroad fund had accumulated a net surplus of approximately \$141,749.

The State expenditures for this property through its service agreement with Metro-North, when added to the cost of operations results in an excess of expenses over revenues. The local government does not give consideration to the Metro-North costs in setting parking fees.

SPECIAL REQUIREMENTS – SURPLUS/RESERVE/DEFICIT

The lease agreement does not specifically address the administration or funding of any deficit resulting from the State properties managed by the local government.

CAPITAL PROJECTS

In 1998 the original passenger station was renovated by ConnDOT preserving its historic features and making it more handicap accessible.

FINANCIAL PRESENTATION IN COMPARISON TO THE PARKING INVENTORY

A parking inventory and utilization report is presented separately as Task 2 in this study. The financial presentation herein covers only the State-owned 182 spaces at the New Canaan and Talmadge Hill stations as these are the only spaces for which financial information is captured in the railroad enterprise fund of the Town. The parking inventory includes an additional 1,224 rail parking spaces owned by the Town of New Canaan at the two stations.

NEW CANAAN & TALMADGE HILL RAILROAD STATION AND PARKING OPERATIONS

	YEAR 1996					YEAR 1997				
	OPERATING AGREEMENTS				%	OPERATING AGREEMENTS				%
	LOCAL GOVT	METRO-NORTH	TOTAL			LOCAL GOVT	METRO-NORTH	TOTAL		
<u>REVENUES</u>										
PARKING	\$ 65,991	\$ -	\$ 65,991	88.7%	\$ 66,934	\$ -	\$ 66,934	88.6%		
RENTS	\$ 4,605	\$ -	\$ 4,605	6.2%	\$ 4,645	\$ -	\$ 4,645	6.1%		
INVESTED FUNDS	\$ 3,820	\$ -	\$ 3,820	5.1%	\$ 3,992	\$ -	\$ 3,992	5.3%		
OTHER	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%		
	<u>\$ 74,416</u>	<u>\$ -</u>	<u>\$ 74,416</u>	<u>100.0%</u>	<u>\$ 75,571</u>	<u>\$ -</u>	<u>\$ 75,571</u>	<u>100.0%</u>		
<u>STATION, PLATFORMS AND PARKING EXPENSES</u>										
REPAIRS AND MAINTENANCE	\$ 57,698	\$ 22,795	\$ 80,493	84.1%	\$ 46,240	\$ 17,274	\$ 63,514	73.2%		
UTILITIES	\$ 9,367	\$ -	\$ 9,367	9.8%	\$ 18,149	\$ -	\$ 18,149	20.9%		
RENT	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%		
SECURITY	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%		
INSURANCE AND CLAIMS	\$ -	\$ 700	\$ 700	0.7%	\$ -	\$ -	\$ -	0.0%		
GENERALLY CLASSIFIED EXPENSES (INCLUDING UNSPECIFIED - DIRECT, -INDIRECT, -ADMINISTRATIVE, -AND GENERAL ALLOCATIONS)	\$ 2,190	\$ 2,943	\$ 5,133	5.4%	\$ 2,693	\$ 2,416	\$ 5,109	5.9%		
CONNECTICUT SALES TAX	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%		
	<u>\$ 69,255</u>	<u>\$ 26,438</u>	<u>\$ 95,693</u>	<u>100.0%</u>	<u>\$ 67,082</u>	<u>\$ 19,690</u>	<u>\$ 86,772</u>	<u>100.0%</u>		
<u>NET PROFIT (LOSS)</u>	<u>\$ 5,161</u>	<u>\$ (26,438)</u>	<u>\$ (21,277)</u>		<u>\$ 8,489</u>	<u>\$ (19,690)</u>	<u>\$ (11,201)</u>			
<u>LOCAL GOVERNMENT'S RAILROAD FUND</u>										
ACCUMULATED SURPLUS (DEFICIT)	\$ 109,165				\$ 117,654					
LESS - LOCAL GOVERNMENT'S SHARE										
NET AVAILABLE RAILROAD FUND SURPLUS (DEFICIT)	<u>109,165</u>				<u>117,654</u>					
<u>STATE'S AVAILABLE SHARE @ 50%</u>	<u>\$ 54,583</u>				<u>\$ 58,827</u>					

NEW CANAAN & TALMADGE HILL RAILROAD STATION AND PARKING OPERATIONS

<u>REVENUES</u>	YEAR 1998					YEAR 1999				
	OPERATING AGREEMENTS				%	OPERATING AGREEMENTS				%
	LOCAL GOVT	METRO-NORTH	TOTAL			LOCAL GOVT	METRO-NORTH	TOTAL		
PARKING	\$ 72,233	\$ -	\$ 72,233	88.2%	\$ 79,862	\$ -	\$ 79,862	92.7%		
RENTS	\$ 3,640	\$ -	\$ 3,640	4.4%	\$ -	\$ -	\$ -	0.0%		
INVESTED FUNDS	\$ 6,021	\$ -	\$ 6,021	7.4%	\$ 6,259	\$ -	\$ 6,259	7.3%		
OTHER	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%		
	<u>\$ 81,894</u>	<u>\$ -</u>	<u>\$ 81,894</u>	<u>100.0%</u>	<u>\$ 86,121</u>	<u>\$ -</u>	<u>\$ 86,121</u>	<u>100.0%</u>		

STATION, PLATFORMS AND PARKING EXPENSES

REPAIRS AND MAINTENANCE	\$ 32,658	\$ 22,076	\$ 54,734	52.0%	\$ 5,350	\$ 33,661	\$ 39,011	50.0%
UTILITIES	\$ 15,546	\$ -	\$ 15,546	14.8%	\$ 4,008	\$ -	\$ 4,008	5.1%
RENT	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%
SECURITY	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%
INSURANCE AND CLAIMS	\$ -	\$ -	\$ -	0.0%	\$ -	\$ 69	\$ 69	0.1%
GENERALLY CLASSIFIED EXPENSES (INCLUDING UNSPECIFIED - DIRECT, -INDIRECT, - ADMINISTRATIVE, -AND GENERAL ALLOCATIONS)	\$ 31,122	\$ 3,956	\$ 35,078	33.3%	\$ 32,052	\$ 2,852	\$ 34,904	44.8%
CONNECTICUT SALES TAX	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%
	<u>\$ 79,326</u>	<u>\$ 26,032</u>	<u>\$ 105,358</u>	<u>100.0%</u>	<u>\$ 41,410</u>	<u>\$ 36,582</u>	<u>\$ 77,992</u>	<u>100.0%</u>

NET PROFIT (LOSS)

	<u>\$ 2,568</u>	<u>\$ (26,032)</u>	<u>\$ (23,464)</u>		<u>\$ 44,711</u>	<u>\$ (36,582)</u>	<u>\$ 8,129</u>	
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LOCAL GOVERNMENT'S RAILROAD FUND

ACCUMULATED SURPLUS (DEFICIT)	\$ 120,222	\$ 164,933
LESS - LOCAL GOVERNMENT'S SHARE		
NET AVAILABLE RAILROAD FUND SURPLUS (DEFICIT)	<u>120,222</u>	<u>164,933</u>
STATE'S AVAILABLE SHARE @ 50%	<u>\$ 60,111</u>	<u>\$ 82,467</u>

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Bridge and Civil Engineering
Architecture
Parking Services
Construction Inspection
Environmental Services
Transit Services
Structural Engineering

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